

U.S. GARRISON SURPRISED IN THE PHILIPPINES.

Thirteen survivors, bearing with them eleven wounded men, reached the coast garrison of Southern Samar, P.I. They report that 400 bolomen rushed the garrison consisting of 72 men of the 9th U.S. Infantry, killing or capturing the remainder, including three officers. The details of the affair are indefinite.

SUPREME COURT.

Monday, 30th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERGENT SMITH (ACTING JUSTICE OF THE PEACE).

J. ROSSLET AND CO. v. THE GODOWN CO.
The plaintiffs, J. Rosslet and Co., merchants, sued the Godown Company, Limited, for the sum of \$270 damages for the non-delivery by the defendants to the plaintiffs in January, 1900, of two cases of Bass and Co's Pale Ale, the property of the plaintiffs, at \$2.50 per case. The hearing took place on the 26th ult. The judgment is as follows:

In August, 1899, the Nippon Yusen Kaisha S.S. Co. arrived in the Colony and discharged thirty cases of Bass and Co's Pale Ale, the property of the plaintiffs, at the Godown Company's wharf. The plaintiffs, J. Rosslet and Co., who had shipped the ale and stored it in the Godown Company's warehouse, made out a bill of lading in blank and sent it to the plaintiffs, who were consignees of the ale and stored it in the Godown Company's warehouse. The plaintiffs, J. Rosslet and Co., then sent the bill of lading to the Godown Company, who were to deliver the ale to the plaintiffs. The Godown Company, however, did not deliver the ale to the plaintiffs, but instead sold it to another party. The plaintiffs, J. Rosslet and Co., therefore, claim damages for the non-delivery of the ale.

The Godown Company, in its defence, claims that it was not liable for the non-delivery of the ale, as it was not the owner of the ale at the time it was sold. It claims that the plaintiffs, J. Rosslet and Co., were the owners of the ale at the time it was sold, and that they were responsible for the non-delivery. The court, however, found in favour of the plaintiffs, J. Rosslet and Co., and awarded them damages of \$270 for the non-delivery of the ale.

The defence of negligence also fails, for there was no voluntary assumption of the plaintiffs in the infringement of their rights by the defendants. It was merely the loss of the short delivery note which delayed action being taken. Then it was said that plaintiffs were out of time and could not bring an action on the contract. This was said in reference to the phrase "del. up to 22nd September, 1899," which appeared on the face of the short delivery note. Other short delivery notes put in show that this is in fact a "delivery up to 22nd September, 1899" and not "delivery up to 22nd September, 1899." The former phrase is an order, the latter phrase is a promise. The court, therefore, found in favour of the plaintiffs, J. Rosslet and Co., and awarded them damages of \$270 for the non-delivery of the ale.

The phrase "del. up to 22nd September, 1899" is to be construed as equivalent to "delivery up to 22nd September, 1899," and is to be viewed as, contained, as a condition precedent. I observe that this is a condition which is to be fulfilled by the defendant Company and one which, if not fulfilled by the plaintiffs, becomes a mere warranty giving rise to an action on the contract. If the defendant Company fails to deliver the ale to the plaintiffs by the 22nd September, 1899, it is liable for the non-delivery. The court, therefore, found in favour of the plaintiffs, J. Rosslet and Co., and awarded them damages of \$270 for the non-delivery of the ale.

As regards the point that delivery was to be taken within a reasonable time, I think not only that the demand of the 20th January, 1900, was made within a reasonable time, but also that no such demand was made until the 20th January, 1900, as the plaintiffs had been kept for some time in the Godown Company's warehouse, and it was not until the 20th January, 1900, that they were notified that the ale had not been delivered.

The plaintiffs, J. Rosslet and Co., claim that the Godown Company, Limited, is liable for the non-delivery of the ale, as it was the owner of the ale at the time it was sold. The Godown Company, Limited, claims that it was not the owner of the ale at the time it was sold, and that the plaintiffs, J. Rosslet and Co., were the owners of the ale at the time it was sold. The court, however, found in favour of the plaintiffs, J. Rosslet and Co., and awarded them damages of \$270 for the non-delivery of the ale.

DESTRUCTION OF GERMAN MISSION PROPERTY.

The Rev. G. Cassman, of the Basel Mission, Hongkong, has courteously sent us the following:

During the night of Saturday-Sunday, the Secretary of the Basel Mission here received telegraphic advice from the German Consul at Swatow stating that the Basel Mission Station at Ping-tung, near Hsing-ning city, in the north-east portion of the Kwangtung Province, has been burned down by rebels.

The missionaries have arrived safely at Kia-ying-chow.

The rebels seem to be members of the Sam-hap-wei (Triad Society).

Details of the affair have not yet come to hand.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SALARIES OF SUBORDINATE CIVIL OFFICERS.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 30th September.

SIR,—I beg to draw your attention to the article in the *Government Gazette*, dated 31st August, relative to increase of salaries to the Police, Gaol, Sanitary Board, Public Works Department and Government Civil Hospital.

INTERESTED.

INTIMATION.

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The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st October, 1901.

The student of comparative statistics will revel luxuriously in the Report and Returns of the latest decennial census of the Colony, as published in the *Government Gazette* of 28th September. The census of the four hundred and odd villages comprised in the New Territory, mainland and islands, was taken by the Police authorities; and its ascertained population of 102,254 shows how closely accurate was the estimate arrived at by the Hon. J. H. STEWART LOCKHART, C.M.G., in his Report to the Colonial Office, as Special Commissioner, dated 8th October, 1893, although that calculation was based on nothing more reliable than enquiries on the spot, combined with personal inspection. The difficulties met with this year in the outlying districts and among the boating sections, chiefly ascribable to nothing worse than simple ignorance, were admirably tackled and overcome. The census of the native harbour population was, on this occasion, taken by day; and, owing to the precautions taken, as Mr. P. P. J. WOODHOUSE the Census Officer remarks, in all probability gives the most accurate census of the boating population that has yet been taken. Amid increases on all sides, it will be a surprise to most people to learn that the Portuguese community is dwindling; it was slightly over 300 smaller in number this year than in 1897. No reason is alleged, although abnormal rents and the greatly enhanced cost of living are the two chief contributory factors. Along among the more considerable sections of our cosmopolitan community, the Portuguese show an excess of females over males: the proportion works out to 35 males for 43 females. In a total of 1,956—vide Table V, although paragraph 18 of the Report says 1,943—1,097 (the Report gives 1,095), or 56 per cent., were born in Hongkong; while 750, or 38 per cent., were born in Macao. Yet very few of them, it seems, claim British nationality. The European and American divisions show large increases since 1897 and 1891; but, as certain important sections comprised in them, for some unstated reason, were not included in the last decennial census, accurate comparative deductions cannot be made. The British resident civilian population has nearly doubled in the last decade, having risen from 1,448 in 1891, to 2,708 this year. The

Americans in our midst, in the same interval, have more than doubled in number; but this, in great measure, is doubtless due to the proximity of their first colonial acquisition. The proportion of adult females to males in the British section is steadily rising, and may be looked upon as a highly gratifying sign of the times: the place is beginning to be regarded more as a home. Of the purely non-Chinese races, other than Europeans, Americans and Portuguese, Indians, Japanese, and Philippine Islanders show big additions: Malays alone give evidence of a decrease. Eurasians are difficult to number. The word, here much more so than in the not distant Straits Settlements, is looked at askance, and is regarded as a term of contempt and reproach. Hence large numbers of Eurasians who dress, live, and are brought up as Chinese, have been returned as Chinese. Under paragraph 25, either the years or the numbers referring to the Saiyungun District are not in strict order. Of the land population of the four biggest Chinese villages on the Island, that of Shaikwan shows a substantial increase of 1,721, or 23 per cent. more than in 1897: the extensive works inaugurated by Messrs. BUTTERFIELD and SWIRE at Quarry Bay mostly account for this. Aberdeen, with 2,787, is practically stagnant; Stanley, with 805, has lost 239 since 1897. The inland hamlet of Pokfulam has gone up from 384 to 610 in the same period. The considerable floating population of the first three named places, in each instance, shows heavy increases. British Kowloon, quite exclusive of the New Territory, as might be expected, shows up well. Its population in 20 years has more than quadrupled. This phenomenal growth may be set down to the activity implied by the existence of the Naval Depot there, of the Brickette Factory, of the Kowloon Wharf and Godown Company's extensive establishment, of the newly opened Cement Factory at Hung Hom, and of the Dock Company's extensive workshops, to make no mention of the numerous other hives of minor industries that have sprung into busy being on the peninsula opposite during the two last decades. The number of European and American children on the Tinian-shui promontory, below the age of 15, is 58: which is a significantly eloquent testimony, were one indeed needed, of the want of a purely European School in that part of the Colony! The Colony's floating population amounted to 40,100, an increase above that of 1897 of well over 26 per cent., although this may be partly attributable to the greater efficiency of the enumerators this year. One of the most noticeable features in this part of the Report is the fact that there are 200 launches in the harbour—a number probably exceeded in no other port in the world. It is satisfactory to note that the enumerators and other officers engaged in the by no means easy task of distributing and collecting schedules, met with neither opposition nor obstruction. The Report, with twenty-two carefully compiled tables, is sufficiently exhaustive; and, several trifling discrepancies in figures apart, due to changes in the clerical staff in the middle of the work, as well as to the departure of the Census Officer himself, Mr. P. P. J. WOODHOUSE, before the laborious tabulations had been completed—both of which facts are mentioned by the Hon. A. W. BAZZANI, the Registrar-General, in his covering letter—the entire series of documents is of liveliest and timeliest interest. The total population resident in the Colony, on Sunday, 20th January last, Civil, Naval and Military, was 297,212. If to this be added the people on the leased land known as the New Territory, we get a grand total of 399,566—say, in round numbers, 400,000 souls.

Yesterday the German gunboat *Itia* left for Canton, and the U.S. monitor *Monterey* went into dock at Kowloon.

By the incoming *Empress of China*, due to-day, are expected to arrive H. E. Major-General Gascoigne and Mrs. Gascoigne, Captain the Hon. A. Trefusis, A.D.C., and Sir John Carrington and Miss Carrington.

Two fresh Chinese plague cases, one fatal, were reported during the 43 hours ending at noon yesterday. Last week's figures were:—Three cases (one in Victoria), three deaths. There was one other instance of communicable disease, a case of enteric fever in Victoria, the sufferer being a Chinese.

Yesterday's six-a-side football ties resulted as follows:—Russell, 1; Danby, 0. Bettie, 1; Kew, 0. This afternoon at ten minutes past five in the same competition McMurtrie's team will play Stevens' R.E. team. The matches for the week are:—Wednesday, Lowe v. Goldring; Thursday, Danby v. Stevens, R.E.; Friday, Beattie v. Russell; Saturday, Lowe v. Kew.

A painful incident occurred on Saturday afternoon at Lai-chikok. A number of Portuguese children were bathing, and after they left the water it was noticed that one was missing. Mr. Farmer, of the Victoria Hotel, was passing in a launch, and, being appealed to, went into the water to search for the missing boy. He found him quite dead, in about four feet of water. The unfortunate little fellow was nine years of age, and was the son of the late Mr. Leon, secretary to Messrs. Campbell, Moore and Company, who died during the plague epidemic.

A Chinese workman fell down the hold of the steamer *Tai On* in the docks on Saturday afternoon, and was killed.

Na Tong, the head of U. S. Chinese Mission of Apology to Japan, and his suite are expected to leave Tokyo on the 2nd inst. and to proceed by land to Nagasaki on their way home.

The visitors to the City Hall Library and Museum last week were 312 non-Chinese and 111 Chinese to the former institution, 124 non-Chinese and 1,834 Chinese to the latter.

The Emperor and Empress of Japan have bestowed 4,500 yen on the poor people in Formosa, who are in great poverty owing to the late storm. The above is in addition to 700 yen given a short time ago.

The following items appear under the head of "Military Intelligence" in the Indian papers:—The 12th Battery, Royal Field Artillery, 3rd Bombay Cavalry, and 4th Panjab Infantry, are now to be retained in China until next spring. Enquiry has been made of the War Office as to whether the regiments remaining in China Garrison may have their hands sent out to them.

The opinion has been advanced in Tokyo, it appears from Japanese vernacular contemporaries, that men like Ha Sotaro, "who would sacrifice his life for the good of the State," should not be subjected to the degrading process of hanging, but should be allowed to commit *harakiri* in public, and so die an honourable death. This seems to be adding an additional attraction to the profession of an assassin, but it is said to be part of the reactionary tendency observable in Japan of late years.

Governor Ross, of Yukon, has recommended the abolition of the gold royalty and the substitution of an export duty on output with a rebate on gold marketed in Canada. He also says that it is intended to throw open 1,000 acres of reserved wood land on the banks of the Klondike, as wood is becoming scarce. He says that electricity and petroleum will soon supplant wood, and that the construction of reservoirs will do away with the scarcity of water, which caused work to be shut down this summer.

The *Universal Gazette* states that the Peace Plenipotentiary Li Hung-chang received a telegram recently from the Chinese Minister at London containing an assurance from the British Foreign Office to the effect that the Trans-Siberian Railway, which has been under the British charge since last year, will be returned to the Chinese Government as soon as the whole of the Foreign allies have been withdrawn from Peking, and that the Chinese Government must understand that it is not the intention of England to cause China any trouble in insisting on the control of this railway.

Mr. William Whyte, assistant manager of the Canadian Pacific Railway, returned to Vancouver on the 27th August from a tour of investigation of the prospects of establishing a line of steamships between Canada and Vladivostok in connection with the Trans-Siberian Railway. Owing to the disturbed condition of Manchuria, Mr. Whyte was unable to obtain any information in that country, although he was furnished with letters from Mr. Witte, the Russian Minister of Finance. Forty thousand Chinese coolies were employed on the Manchurian line at the point of the bayonet, Mr. Whyte reported.

Great regret is felt in Tientsin, says the *China Times*, at the death, after a short illness, of Major W. R. Little, Hongkong Regiment, whose funeral was on the 14th September. The regiment assembled at 5 p.m. under Lieut. Col. Rettallack. There were a large number of British officers, non-commissioned officers and men of full present. The coffin, draped with the Union Jack, was placed on a gun-carriage while the whole assemblage saluted. The cortege then left for the cemetery, the band in the centre with draped instruments, and the regiment with reversed arms. On arrival the Inspector Bourne was in attendance with a posse of Municipal Police, who lowered the coffin into the grave. Three volleys were fired and buglers sounded the "last post," and an extremely impressive service was concluded. Amongst the wreaths were those given by the Hongkong Regiment, the R. W. F., and the British Consulate.

The question of the Peking astronomical instruments has attracted some attention in the German Press. A Socialist newspaper in Bremerhaven alleged last month that part of the cargo of one of the German transports bore a suspicious likeness to these instruments. The Clerical organ, the *Kölnische Volkszeitung*, at once raised a protest against their appropriation by Germany. It pointed out that no one had the right to commit such an act of robbery. The instruments were not military material; and even if they were, Germany was not at war with China, and had no justification for seizing Chinese property. The instruments, moreover, had no value except on the spot where they had been constructed, and where they served as interesting memorials of the influence exercised by the Jesuit Adam Schallner on the Chinese. Their removal to Germany was an act of barbarous self-will, for which amends should be made by restoring the instruments to their legal owners. This protest of the Clerical organ was reproduced by several German newspapers friendly to the Government, in the obvious hope that it would provoke an official *démenti*, or at least an explanation. This hope has not been realised. The *National-Zeitung* has joined in the protest, demanding that the Government should furnish some authentic information on the subject. It compared the seizure of the instruments to the conduct of Napoleon I., who plundered the Italian galleries, and suggested that the simplest way of settling the matter would be to hand over the instruments to Prince Chun for him to take back to China.

The Colorado beetle was found last month in a potato-patch near the Tilbury Docks. The affected area was isolated and the crops and grass were destroyed.

Major Ross, representing the Liverpool School of Tropical Diseases, is stated to have reduced the disease from mosquito-bites at Free Town (Sierra Leone) and Lagos (Nigeria), West Coast of Africa, to one per cent. of the normal figure.

Large importations of sugar into Japan have been made lately on speculation in connection with the new duties. It is stated in Japanese papers that, while foreign merchants have not been doing much in this direction, the Japanese in Yokohama and Kobe will have brought in, before the import occurs, about 100,000 bags from Germany and Hungary, 210,000 bags through a foreign firm to Hongkong, together of an estimated value of 2,800,000 yen, and some 200,000 bags from a Hongkong Sugar Refining Company. It is anticipated that the Japanese Government will begin to draw revenue from the new duty after the lapse of about three months.

The *Eastern World*, after quoting the news wired home by Dr. Morrison that the Chinese Government is rapidly accumulating arms and ammunition, says:—China has learned the one lesson that the West is no longer in a position to present ultimatums to the Far East, and she is also perfectly aware of the fact that Japan will not join in any policy of adventure and conquest, so that it will be in her interest to satisfy Japan's just and admitted claims, and in case of any open declaration of war, to obtain from Japan a declaration of neutrality. Popular opinion in Japan would strongly favour such a course, for Japanese politicians are perfectly united on the point that it would be suicidal to take any part in strengthening the position of European Powers in China, which, from the point of view of Japan, might eventually exercise pressure upon Japan. Nor is Japan financially in a position to embark on fresh military enterprises in China and the European Powers too have none too much money to spare for such purposes, although nothing at present is likely to disturb the peace of Europe. It would be idle to assume that these and similar considerations have not suggested themselves to the Chinese Court. There can be no question then that China means to use the arms and ammunition which she is at present manufacturing and importing at an early opportunity, to save herself from political extinction, and in the recent fighting the Chinese have shown themselves to be not altogether contemptible opponents.

A Wuchang despatch to Shanghai reports that to prevent any pretence on the part of foreign concessionaries of the Lu-Han Railway sending foreign troops to act as railway guards along the line now being constructed within Hupoh province, the high authorities of Wuchang have sent instructions to the Brigadier-General commanding a force near Hankow to detail several companies of his troops to protect the workmen and materials along the line and to continue adding men to act as railway guards as the building of the line progressed. Some three battalions or about 1,500 well-armed men are to be utilised in this way for the present in Hupoh province, commencing from Hankow; and it is also reported that the high authorities of Honan province, through which the Lu-Han Railway is also to pass, have received secret instructions from Hsian to detail a somewhat large force, or say, 2,500 men, to act in the same capacity and so forestall any movement on the part of the French to send "railway guards" into Honan from Chihli. A report emanating from a reliable source states that there is much anxiety and excitement amongst the Yangtze Valley high officials, as well as those of Shantung and Honan, as to what will be the attitude of the German officials' reply to Governor Yuan Shi-kai's demand for the evacuation of Chinese territory by German troops, for upon the result of this will depend in a great measure the future action of mandarinism, aggressive or subservient, so far, at least, as inland railways are concerned.

The Right Rev. Bishop Awdry, Bishop of South Tokyo, in a recent letter home, wrote:—Much that is really ridiculous in the talk about "Yellow Peril" and as mischievous as it is ridiculous, is due to nothing but this—that the people who give expression to such things hardly ever know anything worth speaking about Japan of the present, though they may be acquainted with Japan of the past. That the leaders here are absolutely settled and consistent in their intention that Japan shall be a Western, not an Eastern Power, in its methods and associations, and so far as Western ideas are good, in its ideas also, seems to me about the most certain and stable fact in Japanese politics. But if this is so, then if Japan were to lead China, which does not look very likely at present, it would only be by regenerating China, and this would be done according to Western ideas except so far as these are deliberately altered for the better by the infusion of what is thought by Japan to be the best in the Eastern. I do not think the probability of any such movement on a world-affecting scale likely in the near future, but if it did come, and Japan with China became a leading influence in the world's thoughts and government, it would only be so because Japan by taking out of its treasures things Eastern and Western, things new and old, had become progress. If this is at all a true estimate, then the policy of trying to nip in the bud any such movement, or to prevent by force, and through a series of what may come of it in the matter of leadership in the world, the growing influence of Japan, is just the Boer policy of preventing the Uitlanders from having any privileges. The selfishness of such a policy may be excused on the plea of self-preservation, but the meanness of its sacrifice of all the future to one's own vested interests is despicable.

CRICKET.

FIRST XII v. THE REST.

On a bowler's wicket and a muggy day, the inaugural match was played on Saturday, 28th September. According to precedent, the majority batted first. The first pair gave promise of a long outing in store for the XII; but this was not fulfilled, as the nominal XXII were out for a total of 117. Hanson, Hopper and Jordan alone scored over 10, the two former hitting hard and the last named playing a strictly defensive innings. At fifteen the score was 70 for 12 wickets: after that meal and photography, Dorrell went on with bats, with deadly effect, securing 10 victims for 32 runs. A little dash on the part of the batsmen and an avoidance of on-hitting would have saved many a wicket. But this for future guidance. Prady, Radcliffe and Atkinson fielded well and brought off good catches, especially Prady.

When the XII went in to bat about 3 p.m., run-getting was no easy matter, because the field was thickly studded and the bowling not to be despised. Doctor and Grimbles bowled most and best; and it would not be surprising if the Parses gentlemen turned out a great bowling acquisition, as he has an easy and taking delivery, bowls left-hand and often comes in from afar. After a few more matches on harder wickets he shall be able to speak more decidedly of the character of his bowling. He has been invited to practice on the H. K. C. C. ground. In all, ten bowlers were tried, so that it is evident that it was impossible to give every one a long turn at trundling; but several were shaped well, E. G. Smyth and Davies, who should, if possible, be tried again next Saturday. Goldring, who kept wicket, showed that he knew his job, but is in want of practice. Gray got rid of Kriekenbeck with an excellent catch hard by the pavilion and Wild made a brilliant catch at point. Some were as conspicuous for good fielding as others were for bad fielding and catch-missing: it was the latter virtues which cost the XXII the game: for no side which misses one batsman four times whilst he is making, under a score of runs, deserves to can hope to win. Kriekenbeck, Dorrell, Mackenzie and Mounsey all batted well, and Smyth was alert in the field. Next Saturday it is proposed to pit a Club XI against a XII or XV composed of non-members and new members.

Appended are the score and analysis—

THE MATCH			
B. E. Hanson, c Radcliffe, b Prady	14		
T. J. Wild, b Mackenzie	10		
H. J. Smyth, b Prady	0		
J. J. Davies, b Prady	0		
H. J. Brown, c E. G. Smyth, b Prady	0		
C. J. Radcliffe, b Prady	0		
C. H. P. Hay, c Dorrell, b Mackenzie	0		
M. J. Doctor, b Mackenzie	0		
A. C. J. Stevens, c E. G. Smyth, b Prady	0		
W. B. Brown, c Mackenzie	0		
P. W. Goldring, c Weymouth, b Lee	0		
J. P. Jordan, c Prady, b Dorrell	18		
G. G. Grimbles, c Maitland, b Dorrell	0		
J. Hopper, run out, c Mackenzie, b Lee	0		
G. G. Grimbles, c Maitland, b Dorrell	0		
L. E. Lamert, c Radcliffe, b Dorrell	0		
L. W. Gray, c Lee, b Dorrell	0		
J. J. Brown, c Lee, b Dorrell	0		
Corporal Letten, c Prady, b Lee	0		
Grant Smith, c Mackenzie, b Dorrell	0		
A. Cunningham, b Lee	0		
T. O. Gray, c Mackenzie, b Dorrell	0		
E. J. Libeau, c Mackenzie, b Dorrell	0		
A. J. Brown, c Prady, b Dorrell	0		
A. Humphrey, c Lee, b Dorrell	0		
J. D. Bain, b Dorrell	0		
C. G. Danby, c Clifton-Brown, b Lee	0		
T. Seaborn Smith, not out	0		
Extras	15		
Total	117		

FIRST XI.

F. Maitland, b Doctor	4		
L. Kriekenbeck, c Gray, b Doctor	27		
L. Clifton-Brown, c Smith, b Grimbles	4		
L. Lee, c and b Grimbles	7		
P. Prady, c Wild, b Letten	3		
Capt. Radcliffe, c Humphrey, b Davies	15		
Capt. Weymouth, c Prady, b Davies	17		
Major Dorrell, c and b Doctor	17		
A. Mackenzie, c Goldring, b Grimbles	20		
K. W. Mounsey, not out	12		
J. E. Lee, b Smyth	4		
J. N. Atkinson, b Smyth	4		
Extras	6		
Total	144		

BOWLING ANALYSIS.

FIRST XII.			
Prady	10	2	24
Mackenzie	12	4	31
Lee	3	2	8
Kriekenbeck	3	2	8
Dorrell	12	2	32
THE REST.			
Doctor	24	2	40
Man	1	1	3
Grimble	15	4	22
Letten	1	1	3
McClervy	3	1	7
Davies	5	1	12
Hopkins	1	1	3
Wild	1	1	3
P. Brown	2	0	5
Smyth	14	11	2

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Preussen* left Foochow on the 30th ult., at 11 a.m., and may be expected here on or about to-morrow.

The Imperial German Mail steamer *Sachsen* carrying the German Mails with dates from Berlin of the 2nd inst., left Singapore on the 27th inst., at 8 p.m., and may be expected here on or about to-morrow.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left Shanghai for this port yesterday morning at 11 o'clock.

The M.M. steamer *Salasia*, with the next French Mail, left Singapore on Sunday at night for this port via Saigon.

The T.K.K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

The M.G.K. steamer *Harada* left Singapore for this port yesterday, and may be expected here on or about the 6th prox.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m., on the 30th ult., and left for Shanghai, Kobe, and Yokohama, where she is due to arrive at 5 a.m., to-morrow.

The P.M. steamer *Persia*, with mails, &c., which left Hong Kong at 8 a.m., for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 28th ult.

GREAT EASTERN AND CALDONIAN GOLD MINING CO., LTD.

The final general meeting of shareholders in this company was held shortly after noon yesterday at the offices of the Company, 14, Des Voeux Road. Mr. R. C. Wilcox presided, and Mr. E. G. Smyth acted as secretary. Messrs. A. Denison, G. Engel, C. Mitchell, C. E. Osmond, K. Edulji, G. Aisworth (secretary), and Mr. Bennecke (liquidator).

After reading the report of the liquidator, which had not been generally circulated or published, and which is given below, the CHAIRMAN said:—The accounts appear to be in good order, and there is a balance of \$450.30. First of all, however, I beg to propose that the report and accounts be passed.

Mr. EZZENROTH seconded, and the motion was carried.

CHAIRMAN—Now as to the balance. Mr. DENISON—I propose that the balance of \$450.30 shown in the liquidator's statement be and is hereby voted to Mr. Bennecke, subject, however, to such further expenses as may arise.

Mr. EDULJI seconded, and the motion was carried.

CHAIRMAN—Another resolution has to be approved, and that is with regard to the final winding-up, I beg to propose, therefore, that the books, documents, &c., belonging to the Great Eastern and Caldonian Gold Mining Co., Ltd. (in liquidation), be handed over to Messrs. Lutgens, Einsteinn & Co. for safe custody, until the dissolution of the Company be declared by the Court, and that they be then destroyed. This I may tell you, I propose because the liquidator will have to go to Saigon to take up an appointment, and will not be here in the interval. The books, and so on, must be handed over to some one, and of course it will come to you all that Messrs. Lutgens, Einsteinn & Company, on whose promise they now are, should retain them in their custody, more especially as they were the general managers.

Mr. OSUMUND seconded the proposal, which was carried.

CHAIRMAN—The amounts in suspense will be lodged in the Hongkong and Shanghai Bank, and those shareholders who have any money to their credit may apply for it. They will have to send in their scrip and receipt to the liquidator, when the money will be handed over to them. If not claimed, the money will be kept for six months in the Bank, and at the end of that period will be given over to the Supreme Court. That concludes the business of the meeting, gentlemen. I thank you for your attendance.

The report is as follows:—

The liquidator begs to submit to the shareholders a statement of the liquidation account.

SUSPENSE ACCOUNT.

2,150 shares have been received, but not paid yet, as the owners gave no order to whom to pay and who did not send a receipt signed by the registered owner.

3,750 shares, owners could not be found or did not apply for the dividend, viz:—

Errol Arch. Brown (in Europe), no Power of Attorney left) 150 Shares.

W. von Uffel, (in Europe, no Power of Attorney left) 600

G. T. Siemens, Fochow 100

R. M. Mehta, deceased, trustee to arrive in a few days 850

W. Byrrell, Shanghai 100

M. M. Tackee 50

Wong Tat Chuen 100

Moh Tong 330

Su Tai Ting 300

Yat Loong Chan 50

Wong Kam Fok 500

Lam Kam Ting 500

Wong Sang 100

Tong King 100

The balance is not final, as there will be postage, duty stamps, and registration fees to be paid: the exact amount cannot be stated to-day.

M. BENNECKE, Liquidator.

LIQUIDATION ACCOUNT.

To cash account—		
Balance brought forward by General	4,394.17	
Balance from sale of mine	4,985.16	
4,985.16, \$1. at 1.11 7-16ths 10,004.83	14,411.19	
To furniture account—		
Office furniture sold	139.09	
	\$14,550.28	
By General Agents—		
Petty expenses: March and April	102.06	
Remuneration: April and May at \$200	500.00	
	602.06	
By office rent—		
4 months at \$50	200.00	
By advertisements—		
Advertisement in 5 newspapers	184.80	
Bill: Demary and Bowley	78.50	
By M. Bennecke—		
Remuneration: 4 months at \$300	1,200.00	
By printed notices and stationery—		
Reports, stationery, etc.	20.00	
By O'D. Gourdin—		
For Auditing Co.'s account	100.00	
By petty expenses—		
Postage and duty stamps, registration fees, etc.	23.10	
By dividend account—		
4,151 shares at 24 cents	10,362.24	
2,150 shares at 24 cents, shares received but not paid yet	516.00	
3,750 shares at 24 cents, unclaimed	900.00	
By balance	1,416.00	
	\$23,300.24	
	\$14,550.28	

EXPORT CARGO.

Per steamer *Oceanic*, sailed on the 28th August. For Marseilles—103 bales raw silk, 10 cases silk, 15 pkgs. tea. For Lyons—484 bales raw silk, 1 bale waste silk. For Milan—30 bales raw silk, 50 bales waste silk. For London—50 bales raw silk. For Manchester—100 bales waste silk. For Havre—10 cases taper.

Per Imperial German Mail steamer *Preussen*, sailed on the 30th September. For Aden: 250 bags sugar. For Odessa—20 bales cases. For Trieste—50 bales rattan-shaving. For Genoa and/or Hamburg—130 bales cases. For Genoa—200 bales raw silk, 50 bales waste silk, 1 box silk-pieces. For Antwerp—11 boxes Chinaware. For Antwerp and/or Hamburg and/or London—15 boxes cases buds. For Amsterdam—290 boxes ginger, 110 cases preserves, 6 pkgs. tobacco. For Amsterdam and/or Rotterdam—600 cases preserves. For Rotterdam—45 bales cases. For Bremen—152 rolls mottings, 2 boxes China ink. For London—11 boxes Chinaware, 2 boxes feathers. For Hamburg—50 cases humanhair, 20 bundles camphor, 10 cases preserves, 6 cases ginger, 1 box feathers, 1 box grasscloth. For Copenhagen—240 boxes cases, 1 case cigars.

POLICE COURT.

Monday, 30th September.

BEFORE MR. HAZELAND.

ARMED ROBBERY.

The defendants in the armed robbery case at Patol Island were called up yesterday to make their statements. The Sergeant Interpreter at the Water Police Station bore witness to the statement made by defendants when they were charged, on the 17th inst. He stated that he took defendants' statements down in writing after they were cautioned in the usual manner, and each affixed his mark or signed his name to the statement.

The defendants all denied having been concerned in the armed robbery and claimed to have found the bundles of clothing on the hill-side of Shaukiwan.

His Worship committed them to stand their trial at the next session of the Supreme Court.

DRUNK, DISORDERLY, AND INCAPABLE.

Frank Varunite was charged by Chan Luk, mistress of a brothel, with disorderly behaviour in her house whilst under the influence of drink, and with damaging property to the extent of \$20.

Defendant denied the charge, but evidence was too strong against him, and he was fined \$2 or eight days, and ordered to pay \$2 compensation or do an additional eight days' imprisonment. Mercey, an American engineer at Wanchai, was charged with being drunk and incapable, and pleading guilty to the charge, was let off with a \$2 fine.

CASES OF THEFT.

A coolie stole four cups from Wong Cheuk Fan, a shopkeeper at 48, Wellington Street, and was given three weeks' hard labour.

Another coolie was found in possession of ninety pounds of brass, and will not be taken up in the interval. The books, and so on, must be handed over to some one, and of course it will come to you all that Messrs. Lutgens, Einsteinn & Company, on whose promise they now are, should retain them in their custody, more especially as they were the general managers.

Mr. OSUMUND seconded the proposal, which was carried.

CHAIRMAN—The amounts in suspense will be lodged in the Hongkong and Shanghai Bank, and those shareholders who have any money to their credit may apply for it. They will have to send in their scrip and receipt to the liquidator, when the money will be handed over to them. If not claimed, the money will be kept for six months in the Bank, and at the end of that period will be given over to the Supreme Court. That concludes the business of the meeting, gentlemen. I thank you for your attendance.

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CENSUS RETURNS FOR THE COLONY.

From the report of Mr. P. P. J. Wodhouse, Census Officer, on the recent census of the Colony we make the following extracts:—

The decennial census of the Colony was taken on the night of Sunday, the 20th January. Certain preliminary returns were published on the 18th February. The greater part of the totals had already been checked, and the figures were, therefore, fairly accurate. The principal error was one of 4,900 in the Chinese floating population, which had been calculated from the totals furnished by the Water Police. Through some misunderstanding, the Gael returns were not sent in until too late for insertion.

The European and American resident civil population numbers 5,308 as compared with 5,592 in 1891, and 4,555 in 1881. These figures include Portuguese. The numbers of the latter community tend to decrease, and it is now composed of 1,946 persons as compared with 2,263 in 1891 and 2,189 in 1881.

The rest of the European and American population has increased by 591 since 1891 and by 1,394 since 1881. An accurate comparison cannot, however, be made with 1881 as the figures for that year do not include the European Police, some temporary residents, or the inmates of the Gaol.

The British resident civil population numbers 2,708 as compared with 2,213 in 1891 and 1,443 in 1881. The larger number of military families, due to the strengthening of the British troops in garrison, the Naval Yard Extension works and those of Messrs. Butterfield and Swire at Quarry Bay, and other large undertakings are factors in this increase.

The Americans have increased from 93 in 1891 to 108 the Germans from 208 to 337, and the French from 80 to 103. The Spanish number 126 as compared with 88 in 1891. The cosmopolitan nature of the community can be realised from the fact that there is hardly a nationality on the face of the globe which is not represented.

The Portuguese population has again, for the reasons stated by Mr. Brown in his census report for 1897, been separated in most of the tables from the rest of the Europeans and Americans. It is mainly recruited from Macao, and only ten members of the community were born in Portugal, 1,095 or more than one-half were born in Hongkong, 743 in Macao and 60 in various parts in China. Several members of this community described themselves as being of Asiatic race. The great majority of the Portuguese have returned themselves as Portuguese subjects. British nationality is claimed by a very few.

Of the British population of 3,067 (inclusive of those on board the shipping in the harbour) 1,771 claim to be English, 65 Scotch, and 251 Irish. 2,653 were born in the British Isles, 574 in Hongkong, 140 in Australia, and 74 in India. The percentage of adult females to males is 55, taking all those over 15 years of age as adults. The percentage in 1891 was 58 and in 1897, 49.

The Non-Chinese races, other than European and American, number 2,607 as compared with 2,532 in 1891 and 1,439 in 1881. No separate return was made of the various races in 1891, so the present figures can only be compared with those of 1897. The Indians number 1,453, the increase over 1897 being 94, 345, or 24 per cent. of this number are females. There are 424 Javanese as compared with 335 in 1897, and 286 in the last census. Of the remainder the Malays number only 66, there being 141 fewer than in 1897. There are 2,139 Indian camp followers whom I have considered it advisable to include with the garrison. They are attached to that portion of the China Field Force which is at present in garrison in this Colony.

The number of Eurasians was ascertained to be 267. This is 5 less than in 1897. It is a very difficult matter to obtain the true figures for this portion of the population. The large majority of Eurasians have been brought up and live in Chinese fashion, and would certainly return themselves as Chinese. Those who have called themselves Eurasians in this census probably only represent the small minority who have been brought up as Europeans. Of the 5,308 Eurasians in the Singapore census of 1891, the large majority were probably the children of Tamil, Malay or Indian mothers, and not Chinese ones. They would most likely not have themselves considered themselves Eurasians, any objection to declaring themselves Eurasians. The Chinese consider the term one of reproach. The Chinese were instructed to find out the numbers of Eurasians themselves: it is obvious that this would inevitably lead to abuse, and would present great opportunities for the exercise of private spite.

The total Chinese land population of the Colony is 234,443, including 1,180 on board the foreign shipping in harbour, as compared with 201,228 in 1897 and with 178,990 in 1881. This represents an increase over the latter year of 55,453, or nearly 31 per cent. The increase since 1897 is 32,935. The number of males over 15 years of age is 115,390 adults (those over 15 years of age), the percentage of the females to the former being 26.89. In 1891, the figures were 113,241 and 33,523 respectively, the percentage of females to males being 29.92. The number of Chinese families in Victoria has been ascertained to be 25,123, the figures in 1897 and 1891 being 21,740 and 14,120 respectively. This shows an increase over 1897 of 3,383, and over 1891 of 11,003. As the increase in the Chinese population of the city since 1897 is only 14,705, the number of families cannot be due entirely to a real one. It is not probable that there has been any considerable increase in family life among the Chinese since 1897.

Of the Chinese land population of 227,655 returned themselves as natives of the province of Kwong Tung, 178,296 of this number belonging to the Kwong Chan Prefecture. Of the various districts in the latter Tung Kuan comes first with 23,844 persons. The natives of San On 2,442, and of San U 21,543. There were 1,068 natives of the province of Fukien, 151 of Kung So, and 127 of Chekiang. 2,354 persons, of whom more than half were women, claimed Hongkong as their home. The native place of 120 persons was not stated.

Of the 181,918 inhabitants of the City of Victoria, 6,862 are Europeans, Americans, and other Non-Chinese, whilst 175,056 are Chinese. There is a remarkable increase in the population of Kennedy Town and Sheklong, which in 1897 numbered 31,935 as compared with 14,283 in 1891 and 2,881 in 1891. If this increase is not due to the destruction of the Chinese houses on the Tseung Tsan Resumption Area. The Chungwan District continues to grow, and the population has increased from 38,196 in 1891 to 51,243 in the present year. This represents an increase of 41 per cent. The

number of inhabitants of the Wanted and Hawaiian Districts is 23,487. The number in 1891 was 16,944.

The total increase in the number of Chinese inhabitants of the city is thus 14,783 over 1897, and 36,387 over 1891. Out of the increase of 14,783 over 1897, 14,242 were males and only 541 females.

The European and American residents at the Peak number 412 as compared with 381 in 1897 and 213 in 1881. These figures do not include the European Police, of whom, however, there was only one living there on this occasion. The number of Chinese was 1,786, of whom some were workmen employed on new buildings. The increase over 1897 is 195. The European and American children below the age of 15 numbered 47.

NEW ADVERTISEMENTS

NOTICE

THE INTEREST AND RESPONSIBILITY of Mr. A. von PUSTAU in our Firm ceased by mutual consent on the 30th September. LAUTS, WEGENER & CO. Hongkong, Canton, 1st October, 1901. [2490]

NOTICE

I HAVE This Day established myself in Canton as **MERCHANT AND COMMISSION AGENT** under the name and style of A. PUSTAU. A. von PUSTAU. [2491] Canton, 1st October, 1901.

WANTED

BY a Young Man a Position as JUNIOR CLERK or MERCANTILE ASSISTANT. References from previous employers. Apply to— M. N. Canton, 1st October, 1901. [2494]

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 5th October, at 3 P.M., at the FOUNTAIN, opposite the CITY HALL, 14 PONTES, all Broken to Saddle and Harness and in Sound Condition; Also One Large and One Small DOG-CART, 2 Sets of HARNESS, 8 SADDLES, 7 BRIDLES; And 12 PAIR BRUSHES and COMBS. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 1st October, 1901. [2497]

TENDERS are invited for the supply to H.M. Naval Yard of the undermentioned materials for one year from the 1st October, 1901: TEAK, AMERICAN FIR, BAULK, THICKSTUFF, CAMPHOR WOOD, SCANTLING PLANK, HARD WOOD, AND BOARD. Forms of Tender and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable tenderers to estimate what stocks they would be expected to keep, they will be provided with a statement showing the expenditure of the different descriptions of timber during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the tender. The tenders, which will be received till noon of the 4th October, 1901, should be sealed and addressed to the Commodore, H.M. Naval Yard, Hongkong, at October, 1901. [2498]

SANITARY BOARD

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises WASHED and CLEANED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 1901, and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE, is determined to PROSECUTE any owner in default after the above named date. The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po. By Order of the Board. G. A. WOODCOCK, Secretary. Sanitary Board Office, Hongkong, 1st October, 1901. [2495]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship "KUMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon, the 2nd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 30th September, 1901. [2498]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain W. Frank, due here with the German Mail about the 2nd inst., will leave for the above places about 24 hours after arrival. NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 30th September, 1901. [2499]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship "SALAZIE," Captain Aubert, will be despatched for the above ports on or about SUNDAY, the 6th inst. For Freight or Passage, apply to FRED CHAMBERLIN, Acting Agent. Hongkong, 30th September, 1901. [2495]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "KUMSANG," Captain Buller, will be despatched as above on SATURDAY, the 5th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 30th September, 1901. [2494]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. Captain D. Costa, will be despatched as above on FRIDAY, the 11th inst., at Noon. At Bombay the steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents. Hongkong, 30th September, 1901. [2497]

AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 1st day of OCTOBER, 1901, at 2.30 P.M., at his Sales Room, QUEEN'S ROAD, SUNDREY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, PICTURES and ORNAMENTS; ONE CAMERA, ONE FOWLING PIECE, ONE BICYCLE, ONE JIN-RICKSHA, and PIANO; &c. &c. Terms of Sale—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 30th September, 1901. [2498]

FOR SALE BY AUCTION.

THE British Ship "CELESTE BURRILL," 1,764 tons register, now lying at anchor near Stonecutters' Island in a damaged condition, will be sold by Auction, on THURSDAY, 10th OCTOBER, at 11 A.M. The Ship is a large carrier, has delivered 2,908 tons of coal loaded to pilot's mark, and she has also carried 867 Standard of Deals. C. TREFFY, Master. Hongkong, 25th September, 1901. [2498]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS. TWENTY-EIGHTH ORDINARY MEETING OF THE SOCIETY will be held at its Head Office, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 10th October, 1901, at 4 P.M., for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive. By Order of the Board. W. J. SAUNDERS, Secretary. Hongkong, 20th September, 1901. [2497]

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), on THURSDAY, the 17th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 14th inst., both days inclusive. JARDINE, MATHESON & CO., General Agents. Canton Insurance Office, Limited. Hongkong, 23rd September, 1901. [2495]

WANTED

AN experienced man of business to act as COMPRODORE from next China New Year. Full particulars can be obtained on application to the undersigned. By Order of the Board of Directors. E. W. BUTTER, Manager. Hongkong, 31st July, 1901. [1922]

NEW ADVERTISEMENTS

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NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. Captain D. Costa, will be despatched as above on FRIDAY, the 11th inst., at Noon. At Bombay the steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents. Hongkong, 30th September, 1901. [2497]

AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 1st day of OCTOBER, 1901, at 2.30 P.M., at his Sales Room, QUEEN'S ROAD, SUNDREY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, PICTURES and ORNAMENTS; ONE CAMERA, ONE FOWLING PIECE, ONE BICYCLE, ONE JIN-RICKSHA, and PIANO; &c. &c. Terms of Sale—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 30th September, 1901. [2498]

FOR SALE BY AUCTION.

THE British Ship "CELESTE BURRILL," 1,764 tons register, now lying at anchor near Stonecutters' Island in a damaged condition, will be sold by Auction, on THURSDAY, 10th OCTOBER, at 11 A.M. The Ship is a large carrier, has delivered 2,908 tons of coal loaded to pilot's mark, and she has also carried 867 Standard of Deals. C. TREFFY, Master. Hongkong, 25th September, 1901. [2498]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS. TWENTY-EIGHTH ORDINARY MEETING OF THE SOCIETY will be held at its Head Office, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 10th October, 1901, at 4 P.M., for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive. By Order of the Board. W. J. SAUNDERS, Secretary. Hongkong, 20th September, 1901. [2497]

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), on THURSDAY, the 17th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 14th inst., both days inclusive. JARDINE, MATHESON & CO., General Agents. Canton Insurance Office, Limited. Hongkong, 23rd September, 1901. [2495]

WANTED

AN experienced man of business to act as COMPRODORE from next China New Year. Full particulars can be obtained on application to the undersigned. By Order of the Board of Directors. E. W. BUTTER, Manager. Hongkong, 31st July, 1901. [1922]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "KUMSANG," Captain Buller, will be despatched as above on SATURDAY, the 5th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 30th September, 1901. [2494]

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INTIMATIONS

LESSONS IN FRENCH.

FRENCH Language Taught by a French Lady Graduate. Terms Reasonable. Address— F. Care of Daily Press Office. Hongkong, 28th September, 1901. [2491]

THE Undersigned carry in Stock an extensive line of "GIGARS" and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole AGENTS in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters. T. M. STEVENS & CO., 1, Duddell Street. Hongkong, 28th August, 1901. [193]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates. W. M. PARLANE, Manager. Hongkong, 17th February, 1899. [165]

TO LET.

OFFICES on 1st and 2nd Floors Beaconsfield Arcade. (Very Suitable for Professional Men.) For Particulars, apply to— TURNER & CO. Hongkong, 28th September, 1901. [2492]

TO LET.

A HOUSE in RAPON TERRACE. "THE RETREAT," MOUNT KELLETT. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th July, 1901. [166]

TO LET.

THE GODOWN in WEST POINT (Kowloon Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to— LAUTS, WEGENER & CO. Hongkong, 9th July, 1901. [1730]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to— SANG KEE, 298, Des Vaux Road Central. Hongkong, 16th August, 1901. [2054]

TO LET.

NO. 1, STEWART TERRACE, the PRANK. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th July, 1901. [1799]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEWSON STREET. Apply to— CARLOWITZ & CO., Sales Office. Hongkong, 10th September, 1901. [2302]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th July, 1901. [1692]

TO LET.

FIRST FLOOR, for OFFICES, No. 1, DUDDELL STREET. Apply to— E. PABANEY. Hongkong, 20th September, 1901. [2389]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD. Apply to— S. A. RAMJAHN, Care of Thomas's Grill Room. Hongkong, 1st August, 1901. [1937]

TO LET.

FURNISHED or Unfurnished, Two Nice, Large, Airy Communicating ROOMS, Central Location. Splendid View. For Terms, Address— 7, CAINE ROAD. Hongkong, 28th September, 1901. [2495]

TO RENT.

A WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located. Apply to— "HAMMOND," Care of Daily Press Office. Hongkong, 28th September, 1901. [2499]

TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course. Apply to— NG YUEN HING, No. 2, Queen's Street, West Point. Hongkong, 30th September, 1901. [2495]

BOARD AND RESIDENCE.

MRS. GILL ANDERS. "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1901. [2493]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Feller's Hill. Hongkong, 1st January, 1892. [1910]

DAVID CORSE & SONS

MERCHANT NAVY BOILER LONG STAY RELIABLE CROWN TAPERING ARNOLD, KARBURG & CO. Sole Agents. [3190]

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HOLT, JACOB & CO. Hongkong, 2nd April, 1900. [83]

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [29]

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HOLT, JACOB & CO. Hongkong, 2nd April, 1900. [83]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [194]

NORTHERN ASSURANCE COMPANY.

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRST-CLASS FOREIGN and CHINESE RISKS against FIRE at Current Rates. TURNER & CO. Hongkong, 9th August, 1901. [2921]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LARBAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838.) THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO. Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates. SIEMSEN & CO. Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSEN & CO., Agents. Hongkong, 16th May, 1892. [30]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1861. CAPITAL, £240,000. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. W. M. MEYERINK & CO., Agents. Hongkong, 18th May, 1900. [185]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,681. I. AUTHORIZED CAPITAL, £3,000,000 0 0 SUBSCRIBED CAPITAL, 2,750,000 0 0 PAID-UP CAPITAL, 687,500 0 0 II. FIRE FUNDS, 2,833,716 14 0 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 3rd July, 1901. [1641]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901. [50]

怡生號 YEE SANG & CO.

COAL MERCHANTS. Have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL. Address—Care of Messrs. Kwong Sang & Co. No. 124, DES VEAUX ROAD. [88

HONGKONG
BUSINESS DIRECTORY.

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MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
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Enlargements, Ivory Miniatures, Oil
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opment Works, Amateurs' Requisites.

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Bromide and Cyanotype Enlargements and
also colouring Photos and relief Photos,
Views of China and Manila. Work
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Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
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Vessels in the Harbour.

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Engineers, Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

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45 and 46, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell
Spence & Co.'s Commission.

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Natal, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

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D. S. DADY BURJOE, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25
Pottinger Street.

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DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF ARTHUR WELLESLEY
WALKINSHAW, DECEASED.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 58 of
Ordinance No. 3 of 1867, made an Order
limiting the time for Creditors and others to
send in their Claims against the above Estate
to the 14th day of November, 1901.
All Creditors are hereby required to send in
their Claims to the undersigned on or before
the said date.

Dated the 15th day of August, 1901.
JAMES H. COX.
The Administrator of the above Estate
4, Des Vaux Road,
Hongkong.

C. LAZARUS & CO.
69 & 61, BENTINCK STREET,
CALCUTTA.

Telegraphic Address: A.B.C. Code.
"MAROSANT" Calcutta. 4th Edition used.

**THE STANDARD
INDIAN BILLIARD TABLE.**
Manufactured exclusively in Calcutta and
guaranteed to stand the tropical
climate.
Price, complete, with accessories for Billiard.
Rs. 1,450, packed.

SPECIAL ADVANTAGE—
We take all RISKS against Breakage.

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To Hongkong Daily Press Office.

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PILLS**

A Remedy for all Biliousness,
Indigestion, Bile, Acids, Constipation, &c.
A. S. WATSON & CO., LTD., HONGKONG.
MARTIN, Chinese, SOUTHAMPTON, ENGLAND. (3130)

OUR PARIS LETTER.

Paris, 11th August.

There was a time when, if a State broke
off diplomatic relations, the Ambassador on
coming away used to bring all the members of
the Embassy with him. However, this was not
the case in the present dispute with Turkey,
where only the French Ambassador shook off the
dust of his foot at the Sultan, and took a through
ticket by the Orient express for Paris. When
France attacked China single-handed, through
Admiral Courbet and Jules Ferry, no diplomatic
relations were broken off; that enabled the war
to be carried on more rapidly to a finish. The
Sultan cannot expect much sympathy from the
Westerners for playing his old game of hum-
bugging and deceit, which is, artistically, miles
behind the play of Chinese statesmen. France
naturally does not want a war; the more so as
nowadays, the latter is so full of uncertainties,
and costs so much money and lives. We can see
where it begins, but cannot know where or
how it will end. If German capitalists are
trying it on with French contractors at the
Quays of Constantinople, they may be left to
fight it out. But if Russia, who has her own
game to play, steps in, the conflagration will
soon be general. The Sultan has no money;
that never prevented a nation from going to
war; Turkey has admirable soldiers, who starve
in rage for nothing a day, and see Paradise at
the end of their rifles. Their officers are the
worst in the world. The French fleet will not go
to Constantinople to interview Abdul Hamid;
they would never run the two miles of forts of the
Dardanelles, armed with the best Krupp Long
Toms, and worked by German officers. The
Russian fleet would have to run the same risks in
order to reach the Mediterranean, and if it did
get there, be further prepared for a "stand and
deliver" from the British fleet in the Mediter-
ranean. Turkey would likely use her best
weapon—pirates—and so wipe out French
commerce. Nor is it at all certain that Ger-
many and Austria would allow Russia and
France to settle the Near Eastern Question.
Ode preponderating power feared, if not loved
"Great Britain"—would have something to
say. She is now quite armed, has expended
nearly 200 millions sterling in the Boer War,
and put an army of 300,000 men in the field.
France can study that sacrifice.

The coming visit of the Tsar to Dunkirk,
Compiegne and Rheims creates sensation from
the extraordinary precautions to protect him;
they are not a whit less than those taken for
the same on his own realm, when he travels.
An armoured train might be tried. Of course
every one believes the life of the Emperor is
on the roster of the anarchists and nihilists to
be taken. The extreme socialists do not dis-
guise their antipathy towards the autocrat of
all the Russias. Parisians wish the Tsar to
risk a run up to Paris—to come to France
and not visit the capital in rank blasphemy.
The French Government is sparing no effort to
make even the provincial reception of His
Majesty a glorious affair. If his visit is
deemed of so transcendental importance to
France, the Tsar may be excused looking in
return for the inevitable loan. "But the Sultan
of Turkey is the fly in the French pot of
ointment. It will be interesting to note how
far the Tsar will aid and assist France in
exterminating her from the mess and muddle with
the Sublime Porte.

Having their own joys—and now their sor-
rows—to look after, may explain why the
French are forgetting the cruel wrongs of
Krugger. The few military judges that devote
attention to the South African war believe
that its end is near. What they recommended
from the first is now being done—conduct the
war with all possible severity. Some writers
predicted that not the worst of the ingenious
schemes of fighting the English was to have
hidden stocks of provisions, laid in by the Boers.
These "funds" are now coming to light. But
as they cannot be renewed, exhaustion cannot
be far distant. The banishing of the leaders on
the 10th of September, if they still keep the
field, has only to be completed by the summary
execution of all who violate the humane laws of
war: depriving the rebels who will persist in
fighting of belligerent rights, the confiscation
of their property, as well as the loss of civil and
political rights as applied to certain crimes in
France, will soon bring the most desperate and
obedient Boer to a sense of his situation. The
plan of recording the names of males of fighting
age "never at home," will allow Lord Milner
to prosecute the remedial measures after the war.

The French are enjoying the dead-lock in the
visit of Prince Chun, the brother of the Emperor
of China. The Prince is 18 years of age, and
his duty was to make a penitential apology
direct to the Kaiser for the murder of the
German Ambassador during the siege and
slaughter in Peking. The Prince was ex-
pected to make "three bows" to the Kaiser,
a penitential act of humiliation which he
declines to perform. The Emperor is con-
sequently very angry, has broken up all
the nursery arrangements prepared for
Prince Chun, who has become diplomatically
ill at Bala and gets worse whenever he
approaches the German frontier. The Prince
eats well, drinks well, and sleeps well; he sends
a telegram every day to Li Hung-chang at Pek-
ing, which costs 270. The hotel bill for himself
and suite is £100 per day, even after their bill
for champagne and wine has been cut down to a
temperance standard. The Kaiser had placed
ten cooks at the Prince's service in the special
mansion set apart for him at Berlin; they are
now dismissed; also the special bodyguard
and similar adjuncts of civilisation. Worst of
all, the Kaiser cannot go abroad or stir out, as
he expects the visit of the Prince of Penitence.
Les Cloches de Corneville, Planquette's wide-
world known opera, has just been given, or
represented, in the small village of Corneville
itself—whether right or wrong the villagers
appropriate the opera to themselves. The
Marius de la Rochefoucauld proposed to have
the opera represented on its native heath. The
age of difficulties now set in; first of all, there
were no bells. A subscription was organised,
and in time a chime of twelve bells was secured.

But the proceeding recalled the Grand Juria
in Ireland, who voted money to erect bridges
and then went to search for water to pass under
them. Corneville had its bells, but had no
tower in which to hang them. A local lady,
Mlle. de Vivasaur, lent her orchard in which
to suspend the bells and hold the performance;
all was beautifully staged under apple trees
laden with fruit; the stage had a real little
corn-mill, and a running brook; the 21 franc
tickets had front seats and chairs, the 10
franc, forms. The artists were selected, the
best that could be found. The village is
not far from Trouville, which may explain the
presence of so many handsome motor-cars; a few
evanscampered down from Paris. The country
people appeared in their native Sunday cos-
tumes, the men in lace-trimmed frock-coats, and
the girls and women in shawls and coquettish
caps and hats freely decorated with ribbons.
The girls sold programmes, badges, and sou-
venirs. The proceeds of the fête will go to
erect a proper tower for the bells, while pre-
serving the old ivy-clad monument of 300
years old.

After endless delays, the completion of the
Sorbonne has at last been accomplished. In
1853, Napoleon III laid the foundation stone
for the re-erection of the building, but he for-
got to deposit the required millions. It was
Queen Blanche, pending the absence of Saint
Louis at the first crusade, who presented the
site, in October 1250, to Robert de Sorbon, to
erect a scholastic establishment where lay
ecclesiastics would give instruction free to poor
scholars. The founder himself was a type of
learned misery; during the time he was un-
occupied at the College, he devoted to begging
for his livelihood. He rose to be a very cele-
brated man; a doctor in theology, philoso-
phy, and the humanities. He joined the
surrounding schools into one establishment,
known thenceforward as La Sorbonne. The
Institution became famous as head of the
University of Paris and of the Gallic Church.
It absorbed the Plessis College in which Richelieu
had graduated, the Cardinal laying the
foundation stone of the present structure
in 1638. Its lectures and library are free.
The pretty church, with its artistically de-
corated dome, contains the tomb of the great
Cardinal. During the Revolution, the tomb was
desecrated, and the Cardinal's head was carried
on a pike through the streets; some say that it
was used to play football by some boys, while
others allege a royalist secured it, and his
heirs presented it to the Government of Louis
Philippe, who had it replaced in the tomb with
great solemnity, when two skulls were found
there already. The old college buildings were
huts when compared with the present palatial
structure; it was in the ancient rooms that
Claude Bernard delivered his celebrated lectures
and executed his famous experiments; and it
was therein he contracted the malady which
carried him off. The present Sorbonne is
united as a whole, but has many different
departments, as required by the College of
France. In 1873, Jules Simon, then Minister of
Public Instruction, declared he was ashamed to
show strangers the wretched old structure, so
soreared them away. To-day it is the most palatial
and extensive range of buildings in the capital;
they have been erected upon the sites of slums,
No visitor should omit visiting them now.
They are close to the Pantheon, and a glimpse
can still be obtained of what remains of the
Latin Quarter.

The Religious Orders, rather than submit to
the new French law, subjecting their adminis-
tration to State control, have apparently decided
to pitch their tents in England.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 204 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1600]

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING
of Members of the above Club will be
held in the CITY HALL, on SATURDAY, the
5th October, at 12 O'CLOCK Noon.

By Order—
T. F. HOUGH,
Clerk of the Course.
Hongkong, 23rd September, 1901. [2407]

THE WANCHAI-STOREING COMPANY

ALL now prepared to receive Goods for
Storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is
facilitated by means of the spacious steers;
Pier lately constructed in front of these
Godowns. Terms Moderate.
Apply for further particulars to
GODOWNMAN ON PREMISES,
or to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 10th August, 1901. [2093]

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargoes are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st October, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
1st October, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 24th September, 1901. [2434]

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**

NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"
having arrived from the above ports, Con-
signees of Cargoes are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 3rd October, at
Noon, will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company, within
ten days after the vessel's arrival here, after
which no claims will be recognised.
Instructions are given to the contrary before
5 P.M., TO-DAY, the 24th inst.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 24th September, 1901. [2432]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargoes by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and God-
own Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. *Arcturion*.
From Persian Gulf, ex s.s. *B. I. S. N.* and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY, 24th inst.

Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 26th September, 1901. [1]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargoes from London and
Havre ex s.s. *Ortelut*, and from Bordeaux,
ex s.s. *Ville d'Arras*, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed
and stored at their risks into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence de-
livery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 24th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Underwriter. Goods remaining unclaimed after
TUESDAY, the 1st October, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 1st October, or they will not be recognised.
All damaged packages will be examined on
TUESDAY, the 1st October, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMMORIN,
Acting Agent.
Hongkong, 24th September, 1901. [2]

NORTH PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, & SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargoes are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 24th September, 1901. [11]

CARTRIDGES! CARTRIDGES!

**JUST LANDED A NEW STOCK OF
J. ELY'S and KYNOC'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.**

24 BORE CARTRIDGES
16 " "
12 " "
10 " "
8 " "
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [121]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CALVERT'S CARBOLIC TOILET SOAP

BEST FOR THE SKIN and
COMPLEXION.

TOOTH POWDER

IS THE BEST DENTAL
PRESERVATIVE.

Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.

Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England.

JAPAN COALS

THE MITSUI BUSSAN KAISHA

(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—4, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoaki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchinotsu, Saebio, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Togawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fukano, Hekoku, Ishikawa, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [1331]

SWEET CAPORAL Cigarettes

Purest & Best.

Packed in
10/20 boxes 20/ packets 50/

Round Tins.

FOR SALE EVERYWHERE

MANUFACTURED BY
THE AMERICAN TOBACCO CO.,
U. S. A.

TRY NAVY CUT

ATC

A GENTLEMAN'S SMOKE

Supplied in Three Grades.
Mild Medium & Strong.

PACKED IN
AIR TIGHT VACUUM TINS

MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	PALAWAN	Brit. str.	2 m.	J. Challen, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	ARABIA	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON	FORMOSA	Brit. str.	2 m.			On 15th inst.
LONDON	PIRELLA	Brit. str.	2 m.			On 29th inst.
LONDON	CALCUTTA	Brit. str.	2 m.			On 12th November.
LONDON	NESTOR	Brit. str.	2 m.			On 26th November.
LONDON	MACHON	Brit. str.	2 m.			On 15th inst.
LONDON	ULYSSES	Brit. str.	2 m.			On 15th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.			On 3rd inst., at Noon.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	2 m.			On 7th inst., at 1 p.m.
IREMEN, VIA PORTS OF CALL.	NATAL	Brit. str.	2 m.			On 18th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL.	SANUKI MARU	Jap. str.	2 m.			On 5th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	HANATA MARU	Ger. str.	2 m.			On 10th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	ARABIA	Ger. str.	2 m.			On 2nd November.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.			On 10th November.
HAYRE & BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.			On 30th November.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	2 m.			On 14th December.
HAYRE & HAMBURG	MALIBURG	Ger. str.	2 m.			On 17th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.			Quick despatch.
TRIESTE VIA SINGAPORE, &c.	TRIESTE	Ans. str.	2 m.			On 20th inst.
STATE OF MAINE	STATE OF MAINE	Ans. ship	2 m.			On or about 15th inst.
SATSUMA	SATSUMA	Brit. str.	2 m.			On or about 25th inst.
LONGSHIPS	LONGSHIPS	Ans. ship	2 m.			On 30th inst.
MANUEL LLAGUNA	MANUEL LLAGUNA	Ger. str.	2 m.			On 19th November.
CLAYDALE	CLAYDALE	Brit. str.	2 m.			On 15th December.
ADANA	ADANA	Brit. str.	2 m.			On 23rd inst.
ASAMA	ASAMA	Brit. str.	2 m.			On 6th November.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	2 m.			To-day.
TARTAR	TARTAR	Brit. str.	2 m.			On 19th inst., at 4 p.m.
OLYMPIA	OLYMPIA	Brit. str.	2 m.			On 2nd Nov., at 4 p.m.
KINSHU MARU	KINSHU MARU	Jap. str.	2 m.			On or about 14th inst.
INDRAPURA	INDRAPURA	Jap. str.	2 m.			On 12th inst., at Noon.
HONGKONG MARU	HONGKONG MARU	Jap. str.	2 m.			To-morrow, at Noon.
GARLIC	GARLIC	Brit. str.	2 m.			On 20th inst.
STRAITHOPE	STRAITHOPE	Brit. str.	2 m.			On 3rd inst., at Noon.
ALICE	ALICE	Brit. str.	2 m.			On 25th inst., at 4 p.m.
YAWATA MARU	YAWATA MARU	Jap. str.	2 m.			On 12th inst.
CHINUTU	CHINUTU	Brit. str.	2 m.			On or about 4th inst.
SOCOTRA	SOCOTRA	Brit. str.	2 m.			On 11th inst., at Daylight.
SHINAMU MARU	SHINAMU MARU	Jap. str.	2 m.			On 18th inst., at Noon.
KASCO MARU	KASCO MARU	Jap. str.	2 m.			On 8th inst., at Noon.
YAMAGUCHI MARU	YAMAGUCHI MARU	Jap. str.	2 m.			Quick despatch.
SACHSEN	SACHSEN	Ger. str.	2 m.			On or about 6th inst.
SALAZIE	SALAZIE	Brit. str.	2 m.			On or about 12th inst.
COROMANDEL	COROMANDEL	Brit. str.	2 m.			To-day.
TRINAM	TRINAM	Brit. str.	2 m.			On 4th inst.
WONGTUNG	WONGTUNG	Brit. str.	2 m.			On 2nd inst.
MAIDZU MARU	MAIDZU MARU	Jap. str.	2 m.			On 6th inst., at Daylight.
ANPING MARU	ANPING MARU	Jap. str.	2 m.			On 9th inst.
DAIGI MARU	DAIGI MARU	Jap. str.	2 m.			On 6th inst.
LOKSANG	LOKSANG	Brit. str.	2 m.			To-day, at 3 p.m.
HAITAN	HAITAN	Brit. str.	2 m.			To-day, at 10 a.m.
SUNGKIANG	SUNGKIANG	Brit. str.	2 m.			On 4th inst.
CHINGTU	CHINGTU	Brit. str.	2 m.			On 12th inst.
PERLA	PERLA	Brit. str.	2 m.			To-morrow, at 5 p.m.
KAFONG	KAFONG	Brit. str.	2 m.			On 8th inst.
KUHSANO	KUHSANO	Brit. str.	2 m.			On 5th inst., at Noon.
LIGHTNING	LIGHTNING	Brit. str.	2 m.			To-day, at 3 p.m.
KAOSHIMA MARU	KAOSHIMA MARU	Jap. str.	2 m.			On or about 7th inst.
BORMIDA	BORMIDA	Ital. str.	2 m.			On 11th inst., at Noon.

SHIPPING.

ARRIVALS.

Sept. 29, CHOWTAT, German str., 1,115, A. Muller, Bangkok 23rd September, Rice.

Sept. 29, DR. HAN, Jap. str., 1,115, A. Muller, Bangkok 23rd Sept., Timber.

Sept. 29, KUNSA, British str., 2,073, E. J. Buller, Singapore 24th September, General.

Sept. 28, TINSANG, British str., 1,045, W. E. Saver, Saigon 24th September, Rice.

Sept. 28, AMICO, German str., 822, Hansen, Canton 24th Sept., General.

Sept. 30, HENLARG, British str., 1,452, R. Kroble, Mol 25th Sept., Coal.

Sept. 30, CHOWTAT, British str., 1,192, Under-hy, Borneo and Balak Pann 20th Sept., Timber and Oil.

Sept. 30, FOON MOON, German steamer, 1,820, Wallis, Java 21st Sept., Sugar.

Sept. 30, HUE, French steamer, 765, Godinau, Haiphong 26th Sept., Rice.

Sept. 30, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 27th Sept., General.

Sept. 30, NANCHANG, British steamer, 1,075, E. Finlayson, Newchwang 24th Sept., General.

Sept. 30, SUNGKIANG, British str., 1,021, Moore, Manila 26th September.

Sept. 30, PAX, Belgian str., 1,204, Damster, Saigon 26th September, General.

Sept. 30, PAX, Belgian str., 1,204, Damster, Saigon 26th September, General.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Anapa, British str., for Shanghai.

Haitan, French str., for Haiphong.

Haiphong, British str., for Haiphong.

Hanoi, French str., for Haiphong.

Woonag, British str., for Canton.

DEPARTURES.

30th September.

ANAPA, British str., for Shanghai.

HAIPHONG, British str., for Haiphong.

HANOI, French str., for Haiphong.

LIUS, German str., for Canton.

KAISOW, British str., for Canton.

Woonag, British str., for Canton.

VESSELS IN DOCK.

30th September.

ABERDEEN DOCKS.

Kowloon Dock, Canton River, Victoria.

Georges Quay, Zafro, Elcano, Alcoa, Kong.

Bong, Monterey.

COSMOPOLITAN DOCK—München.

SHIPPING REPORTS.

The British steamer *Sungking*, from Manila and Iloilo 26th Sept., had fine weather to lat. 16 deg. N., from thence strong N.E. winds with very heavy sea.

The British steamer *Nanchang*, from Newchwang 24th Sept., had strong N.E. gales and heavy sea from S.E. Promontory to Lamock Islands; hence fine weather up to arrival.

VESSEL ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 23rd September, 1901.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATTAN."

Captain Roach, will be despatched for the above ports TO-DAY, the 1st instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 28th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENSIN.

THE Company's Steamship

"LOKSANG."

Captain Leask, will be despatched as above TO-DAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sakajima, will be despatched for the above ports on SUNDAY, the 6th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd October at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS."

Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 11th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK

THE full-powered Steamship

"CLAVERDALE."

will be despatched for the above port on WEDNESDAY, 30th inst.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 28th September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901.
"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 30th Nov., 1901.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 4th Dec., 1901.
"ATHENIAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, with the least delay, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Re-booking to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BIRBY, General Agent, Pender's Street.

Hongkong, 1st October, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARABIA (Havre & Hamburg) On 5th Oct. Freight.

KOENIGSBERG (Havre, Bremen & Hamburg) On 19th Oct. Freight and Passengers.

BAMBERG (Havre & Hamburg) On 2nd Nov. Freight.

SEGOWIA (Havre & Hamburg) On 16th Nov. Freight.

MALIBURG (Havre & Hamburg) On 30th Nov. Freight.

SUEVIA (Havre & Hamburg) On 14th Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th September, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,837	F. McNeil	October 8th
VICTORIA	3,502	J. Panton	October 15th
BRANFAR	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night.

TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

"HONGKONG TO VICTORIA AND TACOMA, £32."

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"NESTOR"	On 6th October.
GLASGOW and LIVERPOOL	"LAERTES"	On 14th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	STEAMERS	TO
LONDON	"AJAX"	On 2nd October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.

FOR	STEAMERS	TO
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co. [15]

Hongkong, 1st October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"TSINAN"	On 1st October.
SHANGHAI	"WOOSUNG"	On 4th October.
MANILA	"SUNGKIANG"	On 4th October.
LOILOLO & CEBU	"KAIFONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, TOWN, SVILLE, BRISBANE, SYDNEY, and MELBOURNE.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [16]

Hongkong, 25th September, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Company's Steamship.

"PERLA." Captain J. E. McArthur, will be despatched as above TO-MORROW, the 2nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. [2463]

Hongkong, 25th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, and AMERICAN PORTS.

THE Steamship.

"PALAWAN." Captain J. Chelley, will be carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo in a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. HITCHIE, Superintendent. [1]

Hongkong, 30th September, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE REGENT RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELL," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship.

"INDRAPURA" will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent. [2443]

Hongkong, 25th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship.

"TRIESTE." Captain A. Mida, will be despatched as above on THURSDAY, the 17th instant.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents. [6]

Hongkong, 30th September, 1901.

FOR NEW YORK.

THE 3/4 A.I. American Ship.

"MANUEL LLAGUNA" will load during September and October, sailing about 24th October.

For Freight, apply to SHEWAN, TOMES & CO. [1758]

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship.

"MAIDZURU MARU." Captain K. Sadaaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents. [18]

Hongkong, 19th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 20th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. [15]

Hongkong, China and Japan.

Hongkong, 30th September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" On 20th October.

"KUBIKI" On 5th November.

"LEWIS" On 20th November.

"RICHMOND CASTLE" End of November.

"ORONDA" On 1st December.

"HILGLEN" On 15th December.

For Freight and further information, apply to DODWELL & CO., LTD., Agents. [1758]

Hongkong, 14th September, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M. the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. Tonkin, which vessel takes on her Passengers and Mails, leaving this port on the 19th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPAGNORIN, Acting Agent. Hongkong, 24th September, 1901. [2]

FOR NEW YORK.

THE 3/4 L.I. American Ship.

"STATE OF MAINE." Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO. Hongkong, 21st September, 1901. [2396]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ADANA." Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Agents. [2413]

Hongkong, 23rd September, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ASAMA." Captain F. F. Belmont, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Agents. [2427]

Hongkong, 24th September, 1901.

HONGKONG STEAMERS.

Airtis, British steamer, 2,500, George, Sept. 29, Gibb, Livingston & Co.

Algon, British steamer, 1,252, Hansford, Sept. 24, D. E. Brown.

Amigo, German str., 822, Hasson, Sept. 22, Jensen & Co.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Bonarig, British str., 1,552, Kroble, Sept. 30, Gibb, Livingston & Co.

Cebu, Amr. str., 618, Inchasgarri, Sept. 29, Braund & Co.

Chas. Rogers, Brit. str., 1,292, Smith, Sept. 8, Japanese.

Chigwell, British str., 1,192, Underley, Sept. 30, Arnold, Karberg & Co.

Chowit, German str., 1,115, Muller, Sept. 20, Butterfield & Swire.

Chunwang, British str., 1,410, Muir, Sept. 24, Jardine, Matheson & Co.

Clara, German str., 675, Uhlrup, Sept. 22, Jensen & Co.

Deuteros, German str., 1,901, Frahm, Sept. 24, Siemens & Co.

Dr. Hans Jure, Norw. str., 591, Larsen, Sept. 29, Chinese.

Eloco, American str., 510, Altonse, Sept. 3, Braund & Co.

Foon Moon, German str., 1,820, Wallis, Sept. 30, Siemens & Co.

Fushun, British steamer, 1,500, Lunt, Sept. 24, Chinese.

Gaelic, British str., 2,691, Finch, Sept. 25, O. & O. S. S. Co.

Germania, Ger. str., 1,713, Bendixen, Sept. 25, Jensen & Co.

Glenfarg, Brit. str., 2,351, Donaldson, Sept. 25, Glenfarg, Bros & Gow.

Hailan, French str., 377, Anderson, Sept. 28, A. R. Marty.

Haitan, British steamer, 1,183, Rouch, Sept. 28, Douglas Lapraik & Co.

Hue, French steamer, 704, Godman, Sept. 30, A. R. Marty.

Indrapura, British str., 3,152, Hollingworth, Sept. 29, Allan Cameron.

Kong Hong, German str., 865, Mollermaun, Sept. 29, Butterfield & Swire.

Kamsang, British str., 2,076, Buller, Sept. 29, Jardine, Matheson & Co.

Lightning, British str., 2,122, Spence, Sept. 29, David Sassoon, Sons & Co.

Loksang, British steamer, 979, Leask, Sept. 24, Jardine, Matheson & Co.

Loongsang, British str., 1,050, Weigall, Sept. 30, Jardine, Matheson & Co.

Maidzuru Maru, Japanese str., 667, Saitan, Sept. 25, Mitsui Bussan Kaisha.

Mansang, British str., 1,843, Welsh, Sept. 25, Jardine, Matheson & Co.

Nanhang, Brit. str., 1,062, Finlayson, Sept. 30, Butterfield & Swire.

Nanyang, German str., 1,093, Hass, Sept. 27, East Asiatic Trading Co., Limited.

Olympia, Brit. str., 1,720, Trisbridge, Sept. 25, Dodwell & Co., Limited.

Onsang, British str., 1,787, Davis, Aug. 18, Jardine, Matheson & Co.

Pax, Belgian steamer, 1,207, Danster, Sept. 30, Malchers & Co.

Pacific, British str., 1,284, McArthur, Sept. 28, Shewan, Tomes & Co.

Phis C. K. Kiao, German str., 1,012, Unsworth, Sept. 27, Butterfield & Swire.

Piccola, German str., 875, Muller, Sept. 2, East Asiatic Trading Co.

Pronto, German str., 632, Grandt, May 29, Siemens & Co.

Sungshang, British str., 1,021, Moore, Sept. 30, Butterfield & Swire.

Tingwang, British str., 1,045, Saver, Sept. 29, Jardine, Matheson & Co.

Trigonia, British str., 1,069, Powell, Aug. 21, Arnold, Karberg & Co.

Tsinan, British str., 1,430, Anderson, Sept. 28, Butterfield & Swire.

Victoria, Swedish str., 889, Hellberg, Sept. 22, East Asiatic Trading Co., Limited.

Victoria, American str., 2,112, Panton, Aug. 1, Dodwell & Co., Limited.

SAILING VESSELS.

Albania, British ship, 1,433, Brownell, Sept. 26, Order.

Celeste Burrill, British ship, 1,764, Jeffry, May 29, Order.

Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.

Helen A. Wyman, Amr. ship, 1,634, Vanhon, Sept. 10, Arnold, Karberg & Co.

I. F. Chapman, Amr. ship, 5,013, Chapman, Aug. 10, Arnold, Karberg & Co.

Kentmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co.

Launberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.

L. Schopp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co.

Manuel Llaguno, Amr. ship, 1,350, Nicolais, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Bionat, May 31, E. A. Trading Co., Limited.

